



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	RAINBOW LAKE, FL	<b>Accident Number:</b>	MIA92FA051
<b>Date &amp; Time:</b>	12/23/1991, 1131 EST	<b>Registration:</b>	N47506
<b>Aircraft:</b>	PIPER PA-34-200T	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	2 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

THE PRIVATE PILOT AND A PILOT RATED PASSENGER WERE GOING TO PRACTICE SIMULATED INSTRUMENT FLIGHT. WITNESSES OBSERVED THE AIRPLANE'S RIGHT WING FAIL IN A DIVE AND CRASH. EXAMINATION OF THE WRECKAGE AND BODIES REVEALED THAT BOTH OCCUPANTS WERE PARTIALLY CLOTHED AND THE FRONT RIGHT SEAT WAS IN THE FULL AFT RECLINING POSITION. NEITHER BODY SHOWED EVIDENCE OF SEATBELTS OR SHOULDER HARNESES BEING WORN. EXAMINATION OF THE INDIVIDUALS' CLOTHING REVEALED NO EVIDENCE OF RIPPING OR DISTRESS TO THE ZIPPERS AND BELTS.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:  
THE PILOT IN COMMAND'S IMPROPER INFLIGHT DECISION TO DIVERT HER ATTENTION TO OTHER ACTIVITIES NOT RELATED TO THE CONDUCT OF THE FLIGHT. CONTRIBUTING TO THE ACCIDENT WAS THE EXCEEDING OF THE DESIGN LIMITS OF THE AIRPLANE LEADING TO A WING FAILURE.

## Findings

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Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: CRUISE

### Findings

1. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

2. (C) DIVERTED ATTENTION - PILOT IN COMMAND

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Occurrence #2: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation: DESCENT - EMERGENCY

### Findings

3. WING - FAILURE, TOTAL

4. (F) DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND

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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	45, Female
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	07/11/1990
<b>Occupational Pilot:</b>	<b>Last Flight Review or Equivalent:</b>		
<b>Flight Time:</b>	470 hours (Total, all aircraft), 10 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N47506
<b>Model/Series:</b>	PA-34-200T PA-34-200T	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	7870001
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	7
<b>Date/Type of Last Inspection:</b>	01/02/2000, Unknown	<b>Certified Max Gross Wt.:</b>	4750 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	TSIO-360-E
<b>Registered Owner:</b>	TRANS AIR DIRECT INC.	<b>Rated Power:</b>	200 hp
<b>Operator:</b>	TRANS AIR DIRECT INC.	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	GNV, 28 ft msl	Distance from Accident Site:	41 Nautical Miles
Observation Time:	1047 EST	Direction from Accident Site:	10°
Lowest Cloud Condition:	Scattered / 25000 ft agl	Visibility	7 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	19° C / 13° C
Precipitation and Obscuration:			
Departure Point:	OCALA, FL (OCF)	Type of Flight Plan Filed:	None
Destination:	WINTERHAVEN, FL (GIF)	Type of Clearance:	None
Departure Time:	1045 EST	Type of Airspace:	Class E

## Wreckage and Impact Information

Crew Injuries:	2 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Fatal	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	Andrew A Alston	Report Date:	05/05/1993
Additional Participating Persons:	ERNEST WILSON; ORLANDO, FL		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).